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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
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SOURCE:

Kashgar-Urumchi Road

1. The road from Kashgar (N 39-29, E 75-58) to Urumchi (N 43-48, E 87-35) is one of the main highways in Sinkiang Province, and was improved considerably in the period between 1948 and 1952. In late 1952 it was from 15 to 20 feet in width, and surfaced with gravel from Kashgar to Ak'osu (N 41-09, E 80-15). From Ak'osu to Urumchi the surface was reported to be a mixture of dirt, gravel and, in some places, broken stone. Bridges along this road are constructed of timbers.¹
2. Vehicles traversing the Kashgar-Urumchi road in late 1952 were mostly 3-ton GAZ and ZIS trucks manufactured in the USSR, and 3-ton trucks manufactured in the United States. All these trucks were driven by personnel of the Chinese Communist army. Soviet drivers frequently drove jeeps of Soviet manufacture between Kashgar and Urumchi.
3. Government busses carried standing passengers between Kashgar and Urumchi.² In addition, a bus belonging to the Kashgar postal department left Kashgar for Urumchi on Wednesday and Saturday mornings, and carried passengers when space was available. All bus drivers were Chinese Nationals.

Kashgar-Yarkand Road

4. The road from Kashgar to Yarkand (N 38-24, E 77-16) and on to Khotan (N 37-07, E 79-55) is approximately 20 feet wide, with a gravel surface.³ Bridges along the route are made of wood. In late 1952 only vehicles of the Trade Department were permitted to use the gravel road, and all carts and private transport used a dirt road which had been built parallel to the gravel road.
5. In 1952 Trade Department vehicles ran regularly between Kashgar and Yarkand, carrying both goods and passengers.⁴

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Kashgar-Irkeshtam Road

6. In 1950, as a result of the increased convoys of raw materials being shipped from Sinkiang Province into the USSR, the road from Kashgar to Irkeshtam (N 39-42, E 73-50) was surfaced with gravel.⁶ For the first ten miles out of Kashgar this road is approximately 20 feet wide, and passes through a cluster of prosperous villages. For the remaining distance to Irkeshtam, the road is about 15 feet wide. Bridges along the road are built of timbers.
7. Most of the vehicles traversing the Kashgar-Irkeshtam road in 1952 were Dodge and Ford 3-ton military trucks driven by Chinese military drivers, and Russian 3-ton GAZ and ZIS trucks driven by Russians. Convoys of trucks carrying wool, hides and other goods from Kashgar to Irkeshtam occasionally numbered as many as 125 trucks. Private travel along this road was largely on horseback. There was no bus service on this road, and the trucks were strictly prohibited from carrying passengers.

Kashgar-Tash Malik Road

8. In late 1952 the first five miles of the road leading from Kashgar to Tash Malik (N 39-07, E 75-37) had a gravel surface, and the remainder of the road had a dirt surface. The road was motorable as far as Yemen-i-yar⁶, after which a rough track about ten feet wide continued to Tash Malik and on to P'uli (N 37-47, E 75-14).⁷ Bridges along the road were made of timber.

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1. [] a source who was familiar with Sinkiang routes in 1945 described the road from Kashgar to Ak'osu via Pach'u (N 39-46, E 78-15) as a mule road, while the northern road via Chong Kara Jol (N 40-09, E 76-59), though hilly, was better, permitting vehicles to make a speed of 15 to 20 miles per hour. [] indicated that in 1950-1951 the bus from Kashgar to Ak'osu went via Pach'u. The surface from Ak'osu to Urumchi was described [] as follows: Ak'osu to Korla (N 41-44, E 86-09), sand; Korla to Karashahr (N 42-04, E 86-34), hard sand; Karashahr to Toksun (N 42-47, E 88-38), passable for trucks except in May and June, when mud made it difficult; Toksun to Urumchi, hard sand.

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2. According to [], there was a daily bus from Kashgar to Urumchi.

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3. [] reported that in 1945 there was a gravel road from Kashgar to Khotan via Yarkand.

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4. [] reported one daily bus from Kashgar to Khotan via Yarkand.

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5. [] the Kashgar-Irkeshtam road was made motorable in 1934 but was damaged by the Chinese Nationalists in 1944. It had been rebuilt and was used by motor trucks, at the rate of about 600 per day, for commercial purposes.

6. The reference is probably to the Yaman-yar River, which is crossed by the Kashgar-Tash Malik road shown on the June 1945 National Geographic Society map of China just outside Tash Malik. A track from Kashgar to Tash Malik, which appears on a 1:1,000,000 scale map printed in 1942 and edited in 1943, crosses the Yaman-yar River at approximately N 39-18, E 75-48. [] a fairly reliable source reported that a road from

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Kashgar to Gez (identified as possibly Gez Karaul, N 38-48, E 75-20), suitable for jeep traffic, had been completed in December 1951, indicating that the rough track described by source could be used by jeeps for a considerable distance beyond Tash Malik.

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7. [] suggested that the Tashgar-Tash Malik-P'uli road could be made suitable for jeeps with a few repairs and the construction of bridges, and [] indicated that in December 1951 the jeep road to Gez was being extended to P'uli.

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